Sanitized Copy Approved for Release 2010/05/26: CIA-RDP80T00246A041500130001-6 SECRET U.S. OFFICIALS ONLY. COUNTELY East Gormany 25X1 REPORT SUBJECT East German Lufthansa DATE OF REPORT 7 March 1958 25X1 PLACE ACQUIRED LAST REPORT ON SUBJECT 25X1 (If applicable) air activity of the East German Lufthansa (DLH): Take-offs and landings in Schoenefeld: <u> Airlines</u> llumber of Landings Humber of Tak DH 2,426 2,428 AEROFLOT 485 CSA 691 LOT 645 TAROM 234 MALEV TABSO 130 5,449 ENCLOSURE ATTACH During training and 5,449 workshop flights of PLEASE ROUT various aircraft types The runway lights in Schoenefeld and the flare path in the direction of Bohnsdorf were being renewed and work was nearing completion. The approach lighting facility was a mixture of the ALPA-ATA (?) and CALVERT systems, similar to the approach lighting at Prague airfield. 25X1

## SECRET - U.S. OFFICIALS ONLY

- 2 - .

d. Of the Dresden production, some IL-14s

e. The landing strip at Warsaw airfield was again fully serviceable. It was 2,000 meters long and 60 meters wide. QBI-QGO was ordered when the cloud altitude was lower than 50 meters and horizontal visibility on the ground was limited to less than 800 meters.

- f. The East German Lufthansa expected some YAK-16s as short-range aircraft from the USSR in 1958. These aircraft were to replace the AN-2s.3
- g. In 1957, the East German Lufthansa flew with the II-14s a total of 11,800 hours. About 18,000 flying hours were scheduled for 1958.
- h. Two sets of minutes of the trade union meetings on 18 December 1957 and 16 January 1958 at Schoenefeld airfield were procured.
- 1. Comment. The systems mentioned are not known.
- 2. Comment. IL-14s with identification letters DMSAI and DMSAK have also been delivered.
- 3. Comment. The YAK-16 is a twin-engine (ASH-21) low-wing monoplane for a 2 or 3-man crew and 10 passengers, and with a speed of 300 km/h.
- 4. Comment. For photographs of both protocols, see Annex.

25X1

25X1

25X1

25X1

25X1

SECRET - U.S. OFFICIALS ONLY

,	ed Copy Approved for Release 2010/05/26		•		25X1
	CLASSIFICATION SECONE	7			Z3 <b>X</b> 1
•	CENTRAL INTELLIGENCE	i i	REPORT		
	INFORMATION	REPORT	CD NO.	er Salari	
COUNTRY	East Germany		DATE DISTR.	10	
SUBJECT	East German Airline (Doutsche Lufthanna)		NO. OF PAGE		1958
PLACE AOQUIRED			NO. OF ENCL	<b>s.</b>	·25 <b>X</b> 1
DATE OF INFO.			SUPPLEMENT REPORT NO.	т то	
	EN	CLOSURE ON	Dour		
		SOUL ON	RUUTING	3/11/	1.
B. S. C., SI AND 32, AS A	IS INFORMATION AFFECTING THE NATIONAL DEPENSE HITHIN THE MEANING OF THE ESPICIANES ACT BO HEBUED. ITS TRANSMISSION OF THE REVELATION LARRIER TO AS DIMENTIONIES PERSONS IS PRO- DUCTION OF THIS FORM IS PROMISETED.	THIS I	UNEVALUATED	Information	25X
	a. Take-offs and landings in Sc				
		shoenefeld:			1 1
		choenefeld:	Number of Tal	ke-offs	
	DLH 2,42 AFROFIOT (Soviet Airline) 48 CSA (Cuech Airline) 69 LOT (Polish Airline) 64 TAROM (Rumanian Airline) 23 MALEY (Emergin Airline) 14	of Landings 26 35 31 35 34	2,428 485 691 645 234 147	ke-offs	
	Airlines Number of DLH 2,42 AEROFLOT (Soviet Airline) 48 CSA (Casch Airline) 69 LOT (Polish Airline) 64 TAROM (Rumenian Airline) 23	of Landings 26 35 91 35 44 47	2,428 485 691 645 234	ke-offs	
	DLH  2,42 AEROFIOT (Soviet Airline) 48 CSA (Casch Airline) 69 LOT (Polish Airline) 64 TARCH (Rumanian Airline) 14 TABSO (Bulgarian Airline) 13 During training and 5,44 workshop flights of	of Landings 26 35 31 35 36 37 30 40 40 40 40 40 40 40 40 40 40 40 40 40	2,428 485 691 645 234 147 130 5,449	25X the neering	1
	DIH  2,42 AFROFIOT (Soviet Airline) 48 CSA (Casch Airline) 69 LOT (Polish Airline) 64 TARCH (Rumanian Airline) 12 MALEY (Eungarian Airline) 14 TABSO (Eulgarian Airline) 13 During training and 5,44 workshop flights of various aircraft types  b. The runway lights in Schoener direction of Bohnsdorf were completion. The approach light the ALPA-ATA (?) and CALVERT	of Landings 26 35 31 35 36 37 30 40 40 40 40 40 40 40 40 40 40 40 40 40	2,428 485 691 645 234 147 130 5,449	25X the neering	1
	DIH  2,42 AFROFIOT (Soviet Airline) 48 CSA (Casch Airline) 69 LOT (Polish Airline) 64 TARCH (Rumanian Airline) 12 MALEY (Eungarian Airline) 14 TABSO (Eulgarian Airline) 13 During training and 5,44 workshop flights of various aircraft types  b. The runway lights in Schoener direction of Bohnsdorf were completion. The approach light the ALPA-ATA (?) and CALVERT	of Landings 26 35 31 35 36 37 30 40 40 40 40 40 40 40 40 40 40 40 40 40	2,428 485 691 645 234 147 130 5,449	25X the neering	1
ATE 1-1-	DIH  AFROFIOT (Soviet Airline) 48 CSA (Crech Airline) 69 LOT (Polish Airline) 64 TAROM (Rememien Airline) 13 MAIEV (Emgarian Airline) 13 During training and 5,44 workshop flights of various aircraft types b. The runway lights in Schoene direction of Bohnsdorf were completion. The approach light the ALPA-ATA (?) and CALVERT lighting at Prague airfield.	of Landings 26 35 31 35 36 37 30 40 40 40 40 40 40 40 40 40 40 40 40 40	2,428 485 691 645 234 147 130 5,449	25X the neering	
ATE Z NA	Airlines  DIH  2,47 AFROFIOT (Soviet Airline) 48 CSA (Crech Airline) 69 LOT (Polish Airline) 64 TAROM (Rememien Airline) 13 MAIEV (Emgarian Airline) 13 During training and 5,44 workshop flights of various aircraft types  b. The runway lights in Schoene direction of Bohnsdorf were completion. The approach light the ALPA-ATA (?) and CALVERT lighting at Prague airfield.	of Landings 26 35 31 35 36 37 30 40 40 40 40 40 40 40 40 40 40 40 40 40	2,428 485 691 645 234 147 130 5,449	25X the neering	25X1

	- 2 -	
d.	Of the Dresden production, some IL-14s	25)
	were delivered to the East	25
<b>e.</b>	The landing strip at Warsaw airfield was again fully serviceable. It was 2,000 meters long and 60 meters wide. QBI-QGO4/as ordered when the cloud altitude was lower than 50 meters and horizontal visibility on the ground was limited to less than 800 meters.	
f.	The East German Lufthansa expected some YAK-16s as short-range aircraft from the USSR in 1958. These aircraft were to replace the AN-2s.3	
g.	In 1957, the East German Lufthansa flew with the IL-14s a total of 11,800 hours. About 18,000 flying hours were scheduled for 1953.	
		<i>₹</i>
		4
Π.	The systems mentioned were not further identified.	25X1
1.		
1		25)
		25)
	The YAK-16 is a twin-engine (ASH-21) low-wing oplane for a 2 or 3-man crew and 10 passengers, and with a ed of 300 km/h.	25)
spe	oplane for a 2 or 3-man crew and 10 passengers, and with a	
mon	connent: Probably a garble for a radio Q signal:	25)
spe	connent: Probably a garble for a radio Q signal:	25)
spe	connent: Probably a garble for a radio Q signal:	25)
mon	connent: Probably a garble for a radio Q signal:	25)
mon	connent: Probably a garble for a radio Q signal:	25)
spe	connent: Probably a garble for a radio Q signal:	25)
mon	connent: Probably a garble for a radio Q signal:	25)
spe	connent: Probably a garble for a radio Q signal:	25X 25X 25X

Sanitized Copy Approved for Release 2010/05/26 : CIA-RDP80T00246A041500130001-6 25X1

